

# BookletChart™



## Chesapeake Bay – Cove Point to Sandy Point

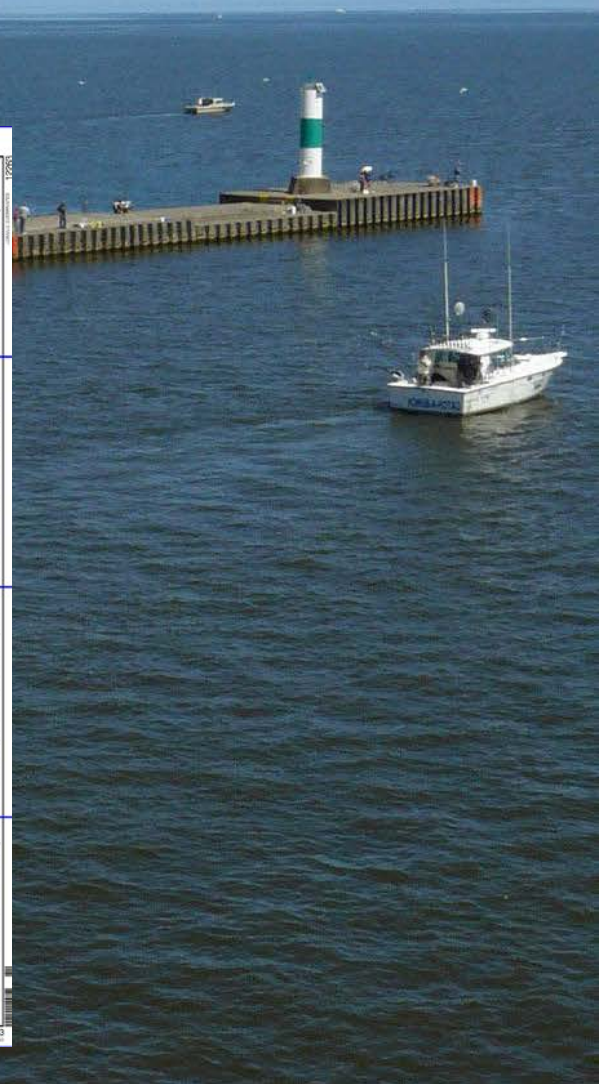
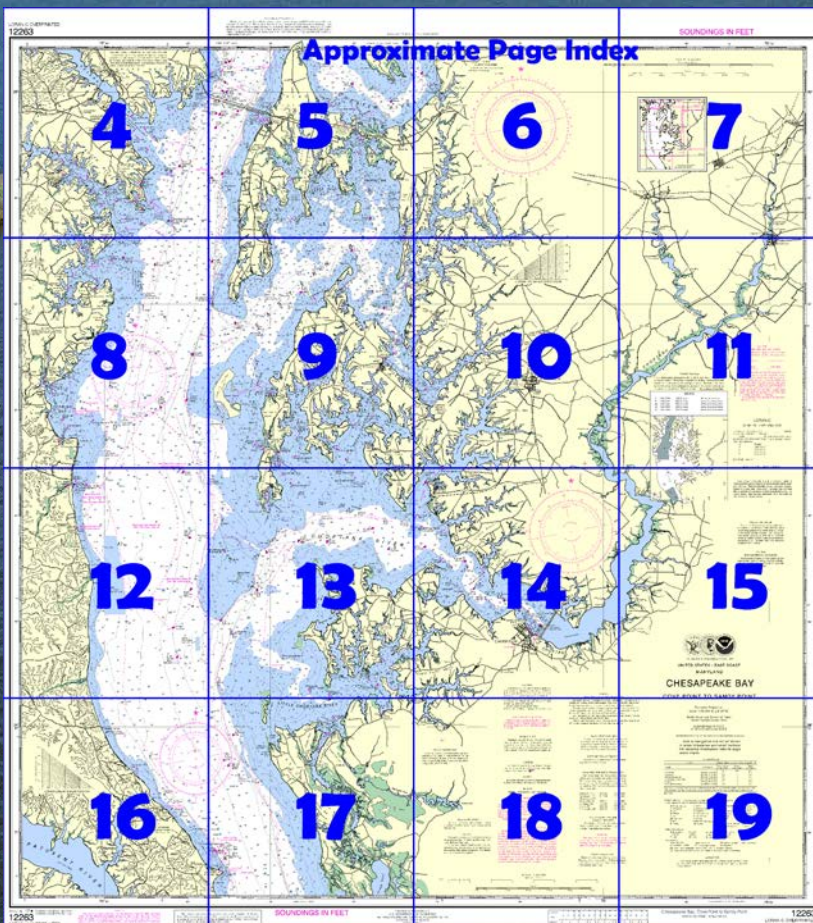
NOAA Chart 12263

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=12263>



#### (Selected Excerpts from Coast Pilot)

From Potomac River to Patuxent River, the western shore of Chesapeake Bay is mostly low, although the 100-foot elevation does come within 1 mile of the water midway between the two rivers. Above Patuxent River, the ground rises and 100-foot elevations are found close back of the shore along the unbroken stretch northward to Herring Bay. Above Herring Bay, the 100-foot contour is pushed back by the tributaries. Except for the developed areas,

the shore is mostly wooded.

The bay channel has depths of 50 feet or more, and is well marked by lights and buoys.

The **fishtrap areas** that extend along this entire section of the western shore are marked at their outer limits and are shown on the charts. **Ice** is encountered in the tributaries, particularly during severe winters. When threatened by icing conditions, certain lighted buoys may be replaced by lighted ice buoys having reduced candlepower or by unlighted buoys, and certain unlighted buoys may be discontinued. (See Light List.)

During the ice navigation season, the waters of Chesapeake Bay and its tributaries north of Smith Point, but not including Patuxent River, are a **regulated navigation area**. (See **165.1 through 165.13, and 165.503**, chapter 2, for limits and regulations.)

**Tidal Current Charts**, Upper Chesapeake Bay, present a comprehensive view of the hourly speed and direction of the current northward of Cedar Point, at the south entrance to Patuxent River. The series of 12 charts may be obtained from NOS sales agents and from the National Ocean Service, Distribution Branch.

The **danger zone** of an aerial firing range and target area begins off Point Lookout and extends northward to **Cedar Point**. (See **334.200**, chapter 2, for limits and regulations.) The target areas in the danger zone are marked by lighted buoys.

A middle ground with depths of 10 to 18 feet is about 8 miles eastward of Point Lookout; the area is about 7 miles long in a north-south direction and 2 miles wide. The stranded wreck near the middle of the shoal is marked by lighted buoys.

A **fish haven** is about 4.4 miles NNE of Point Lookout in about 38°06'28"N., 76°17'57"W.

The two spans of the **William P. Lane, Jr. Memorial (Chesapeake Bay Bridge) Bridge (U.S. Route 50/301)** (see also charts 12270, 12263), Chesapeake Bay Bridge 130 miles above the Virginia Capes, are 3.7 miles long from shore to shore; the western end is 0.5 mile southwestward of Sandy Point, and the eastern, or Kent Island end, is 4 miles south-southwestward of Love Point.

### **U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies**

RCC Norfolk

Commander  
5th CG District  
Norfolk, VA

(575) 398-6231



# Navigation Managers Area of Responsibility



**NOAA's navigation managers** serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit [nauticalcharts.noaa.gov/service/navmanagers](http://nauticalcharts.noaa.gov/service/navmanagers)

To make suggestions or ask questions online, go to [nauticalcharts.noaa.gov/inquiry](http://nauticalcharts.noaa.gov/inquiry).

To report a chart discrepancy, please use [ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx](http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx).

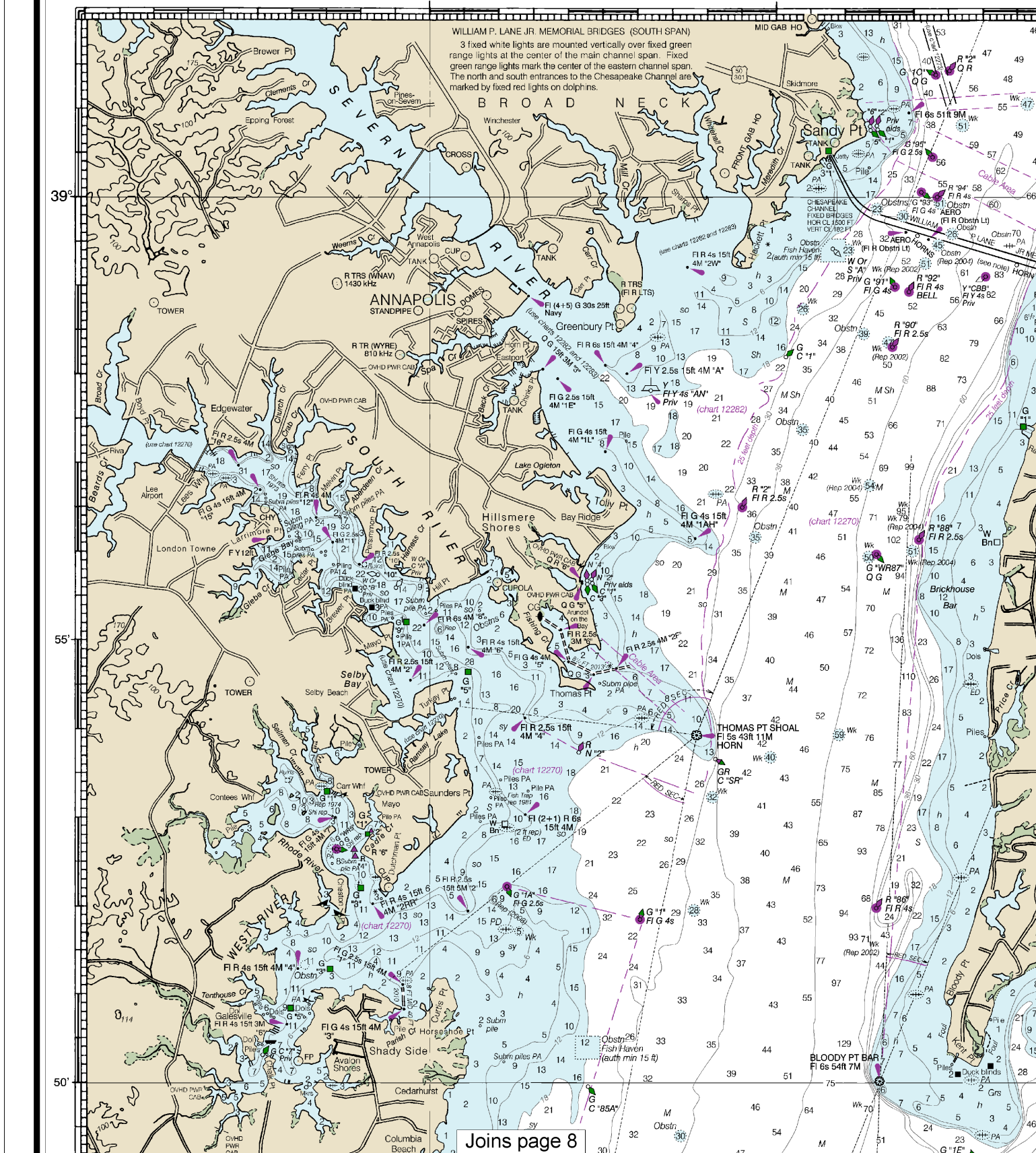
## Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

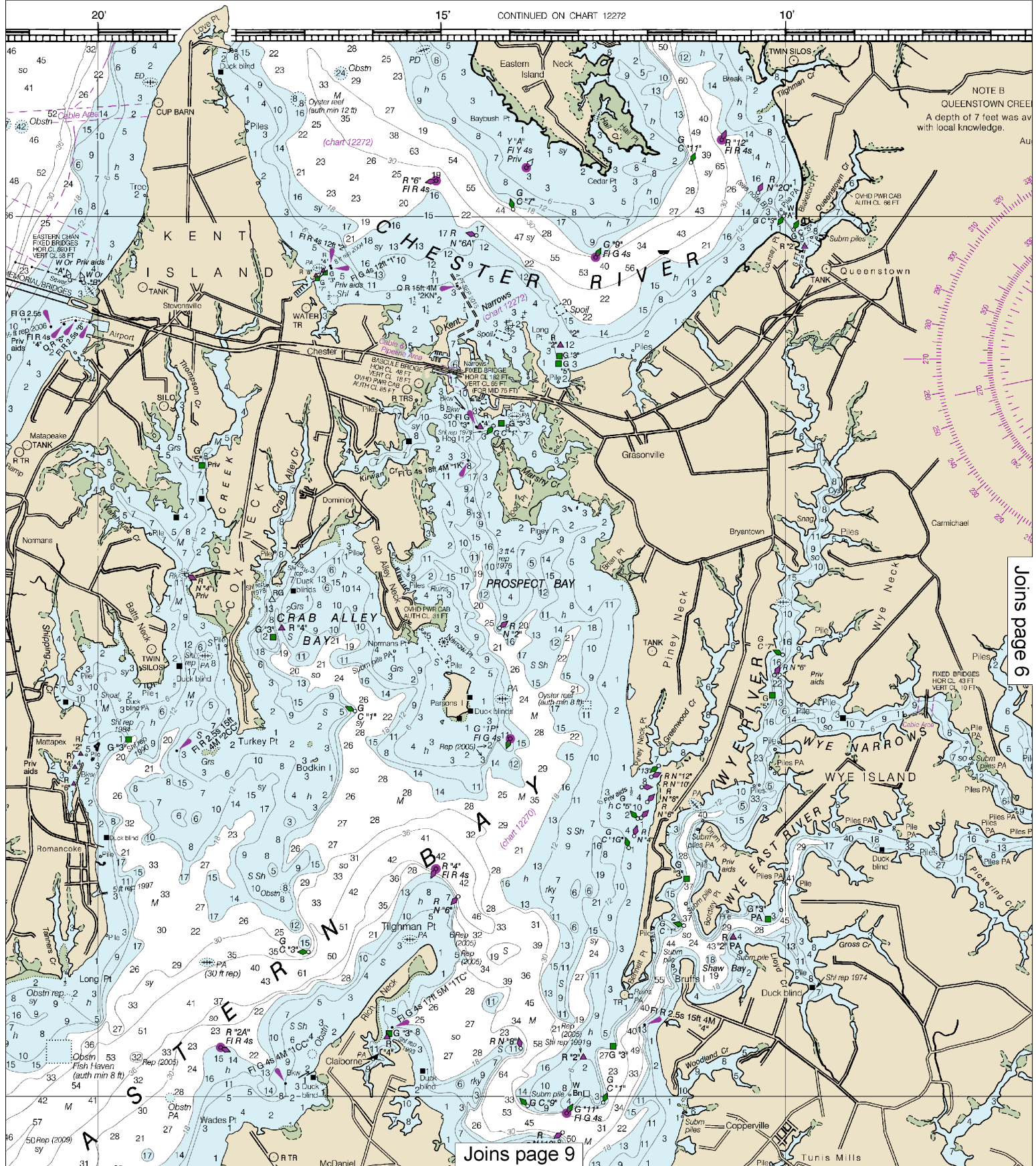


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>







This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:106666. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

Joins page 5

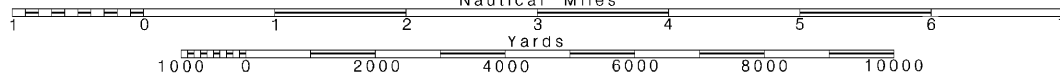
Joins page 10

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

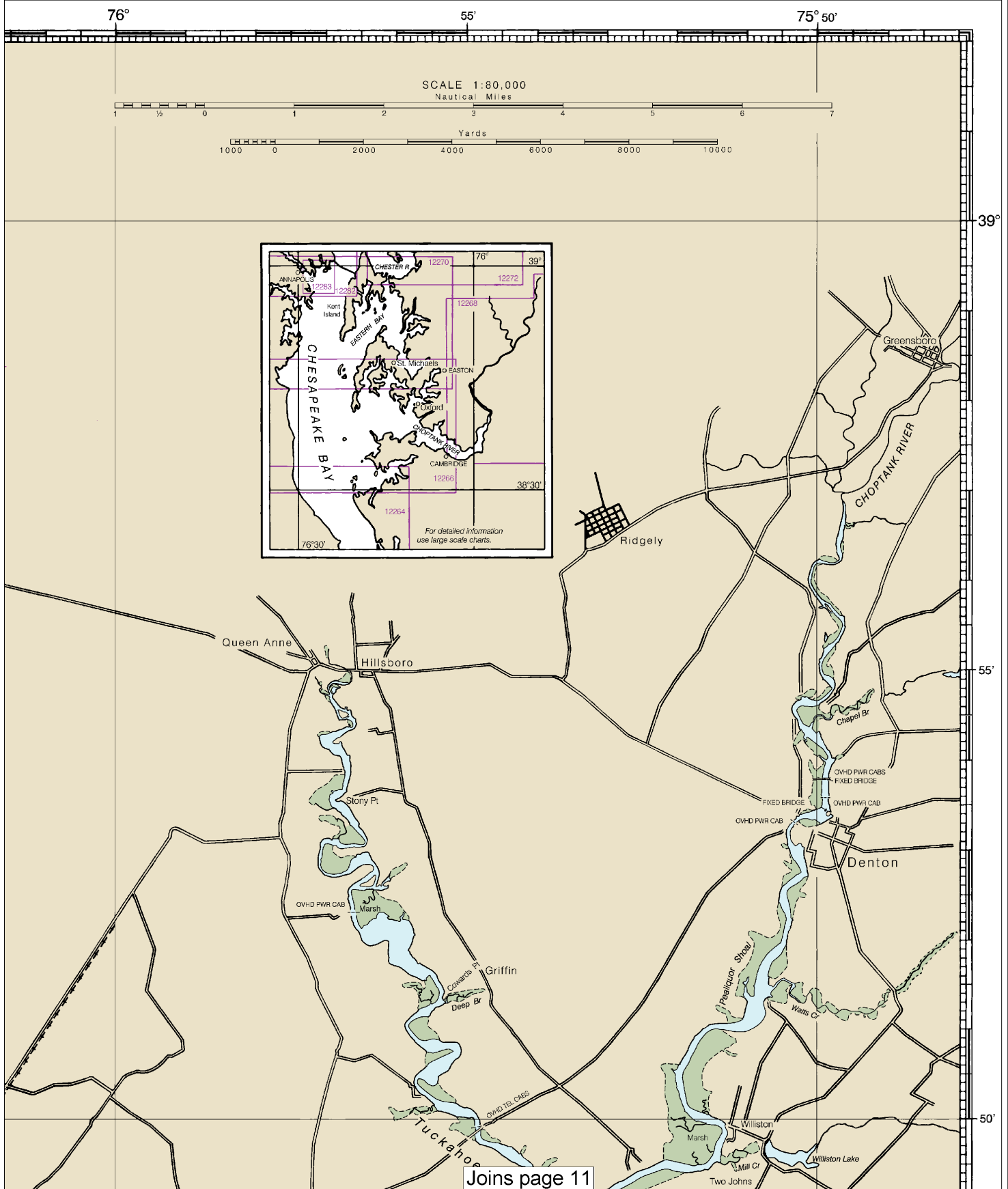
Note: Chart grid lines are aligned with true north.





# SOUNDINGS IN FEET

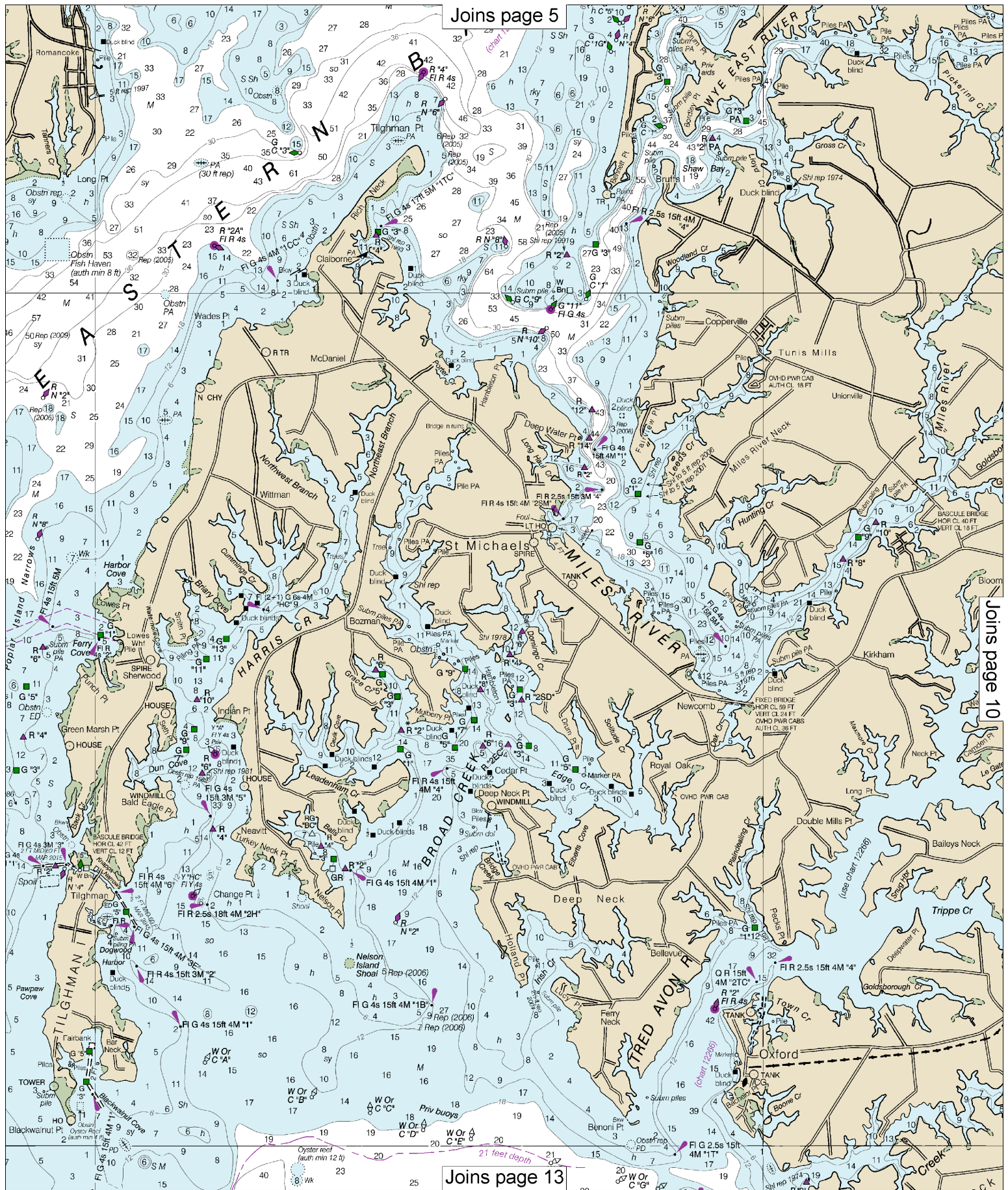
12263

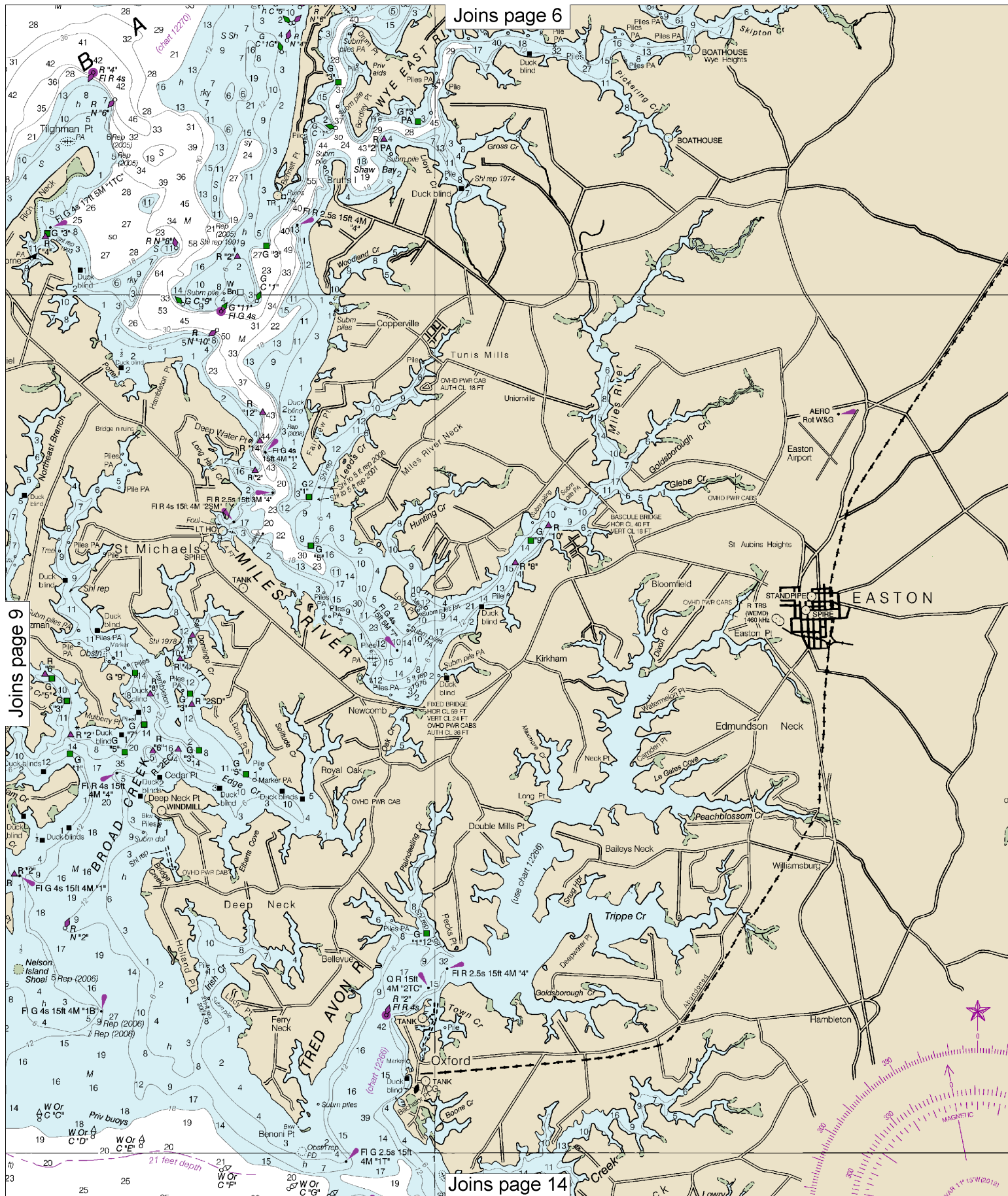


Last Correction: 7/6/2016. Cleared through:  
 LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016)

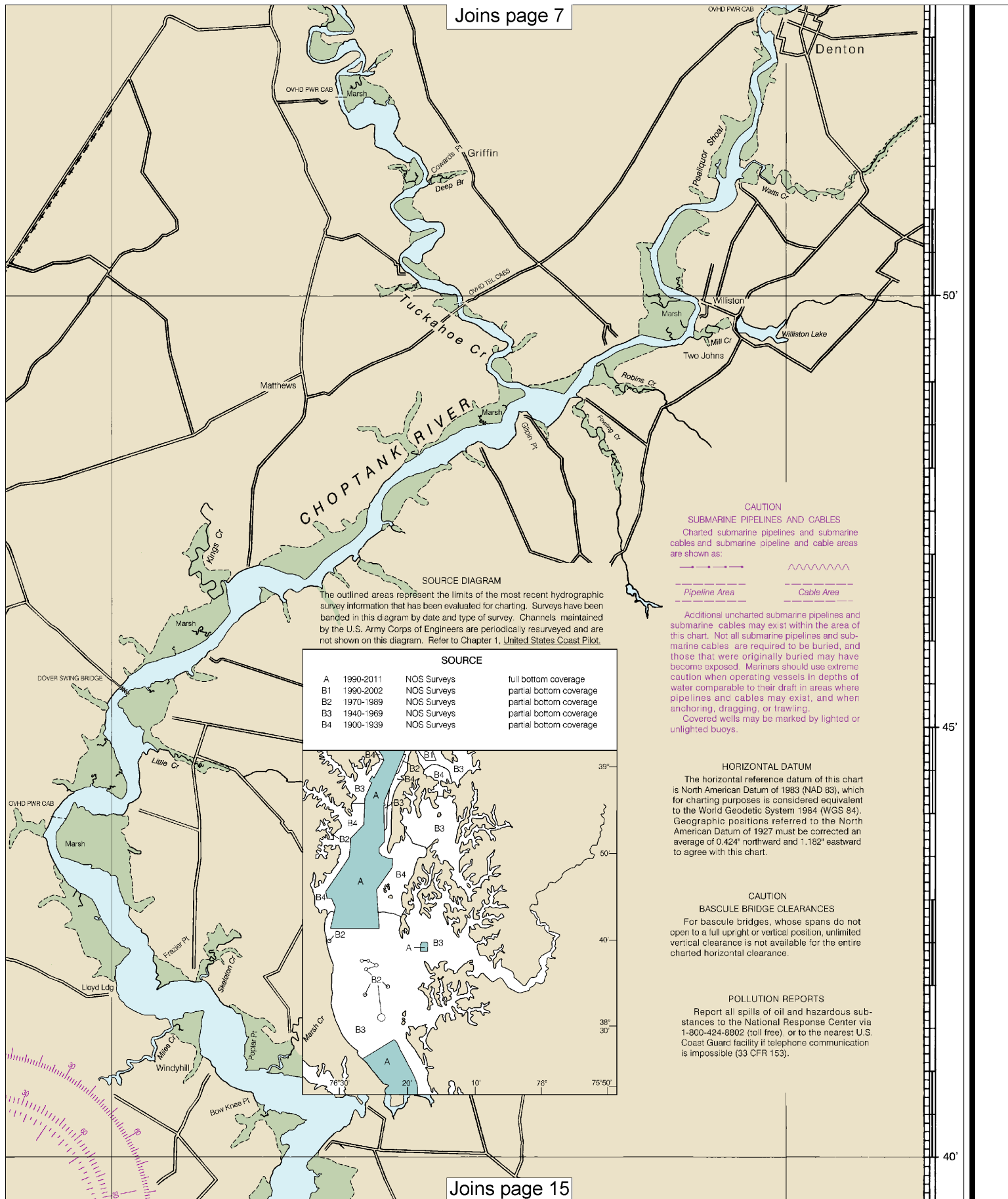


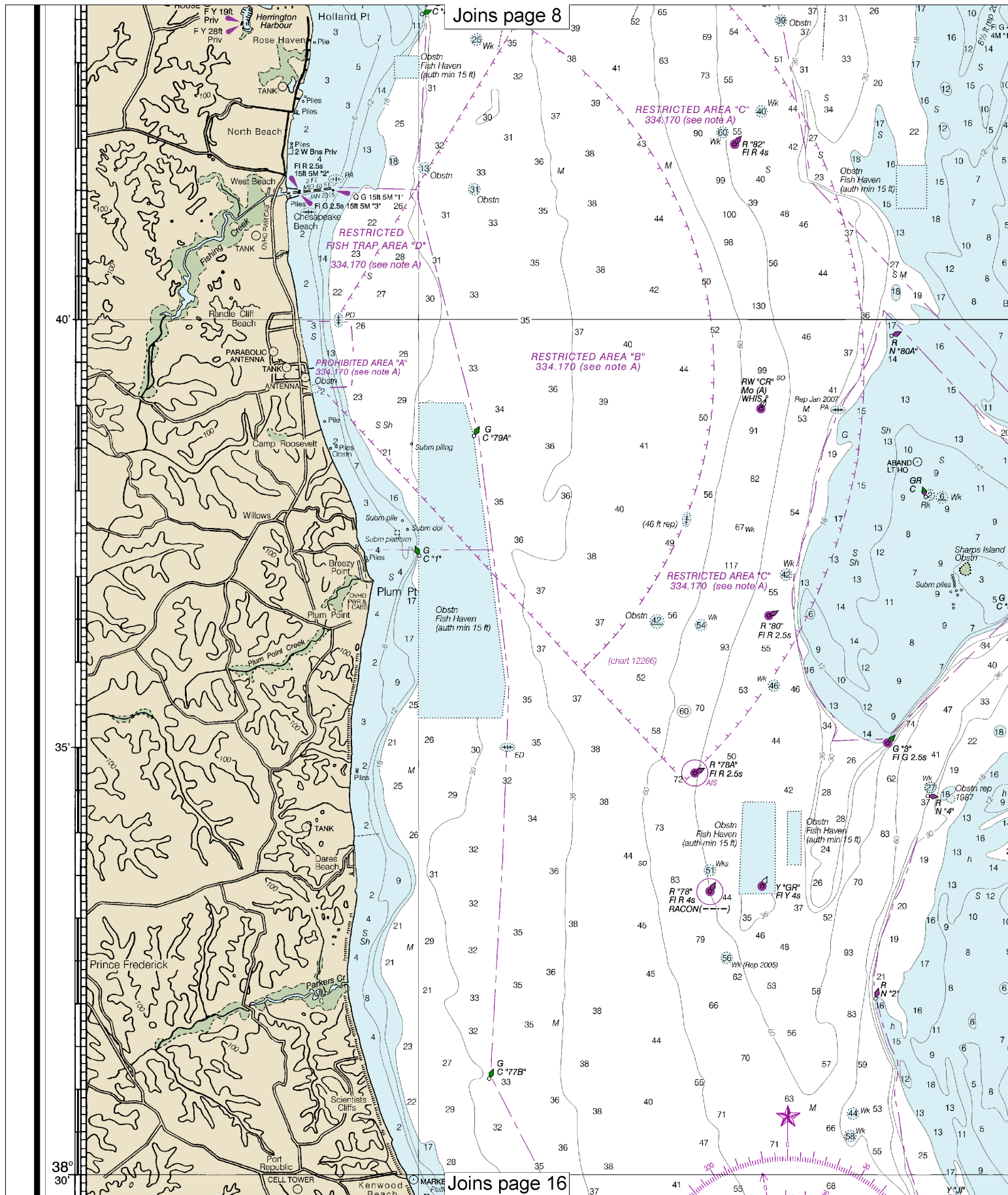












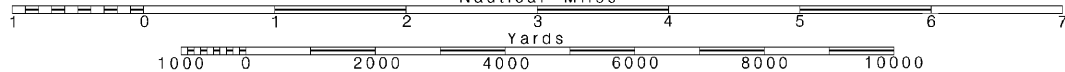
12

Note: Chart grid lines are aligned with true north.

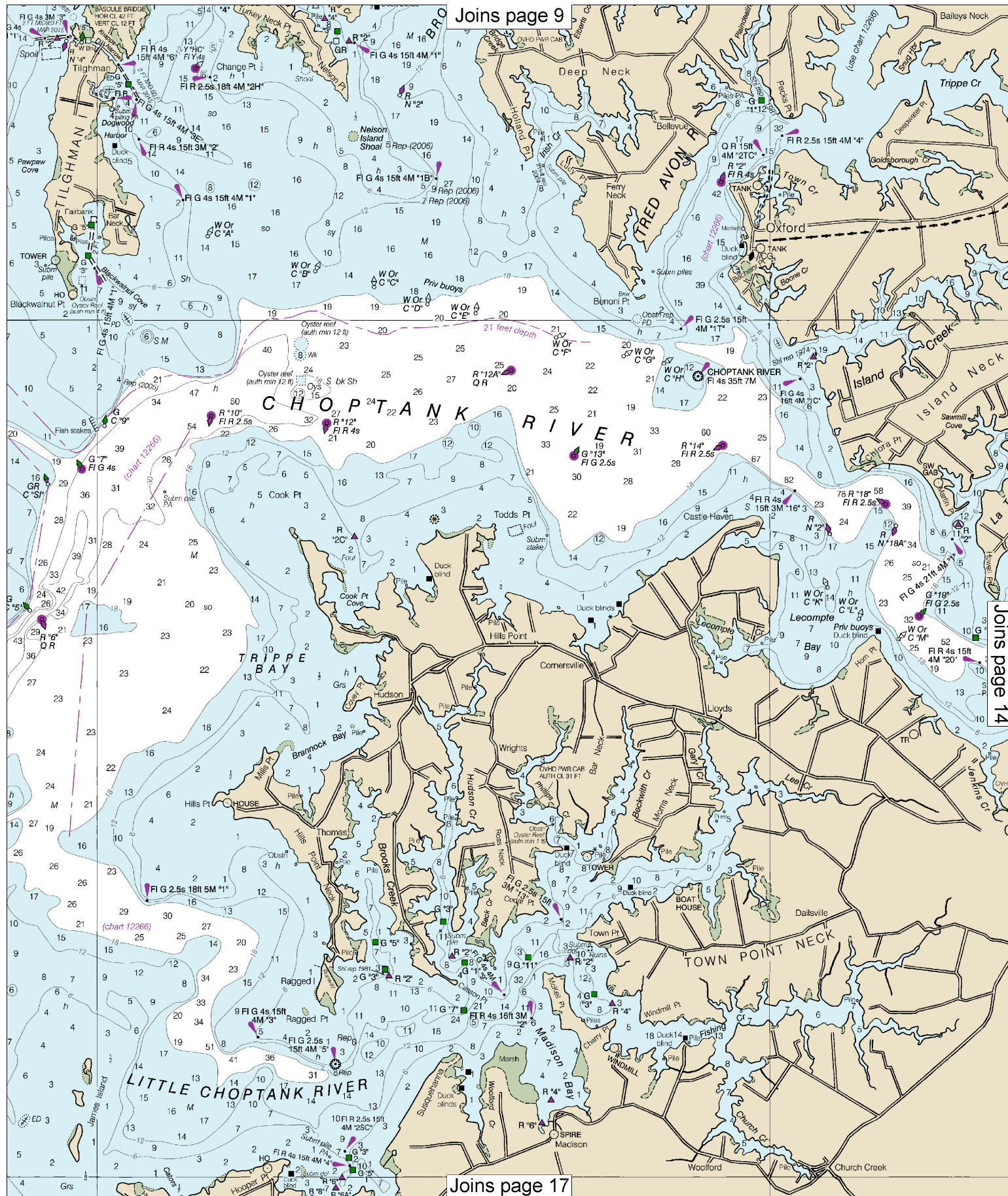
Printed at reduced scale.

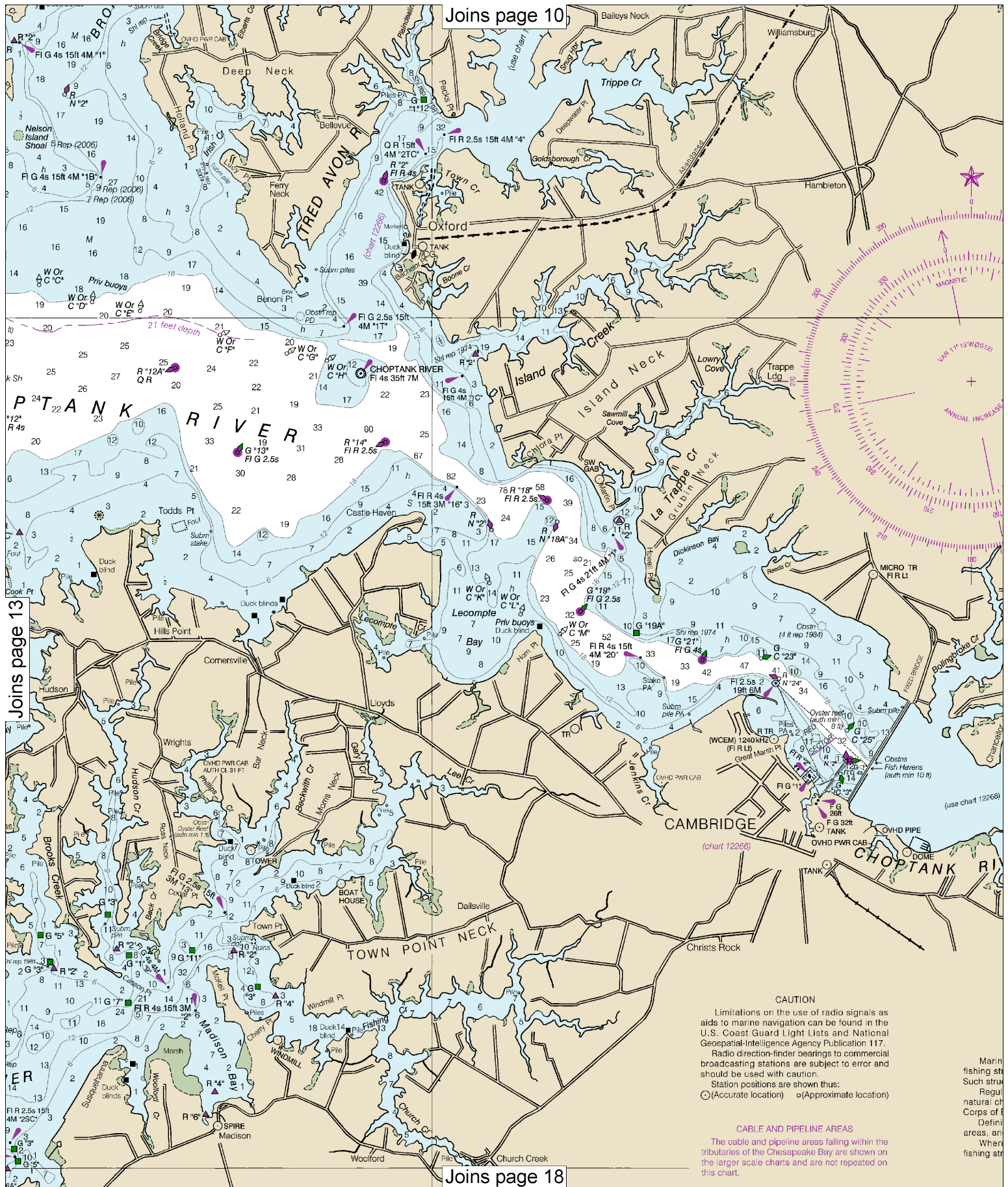
SCALE 1:80,000  
Nautical Miles

See Note on page 5.





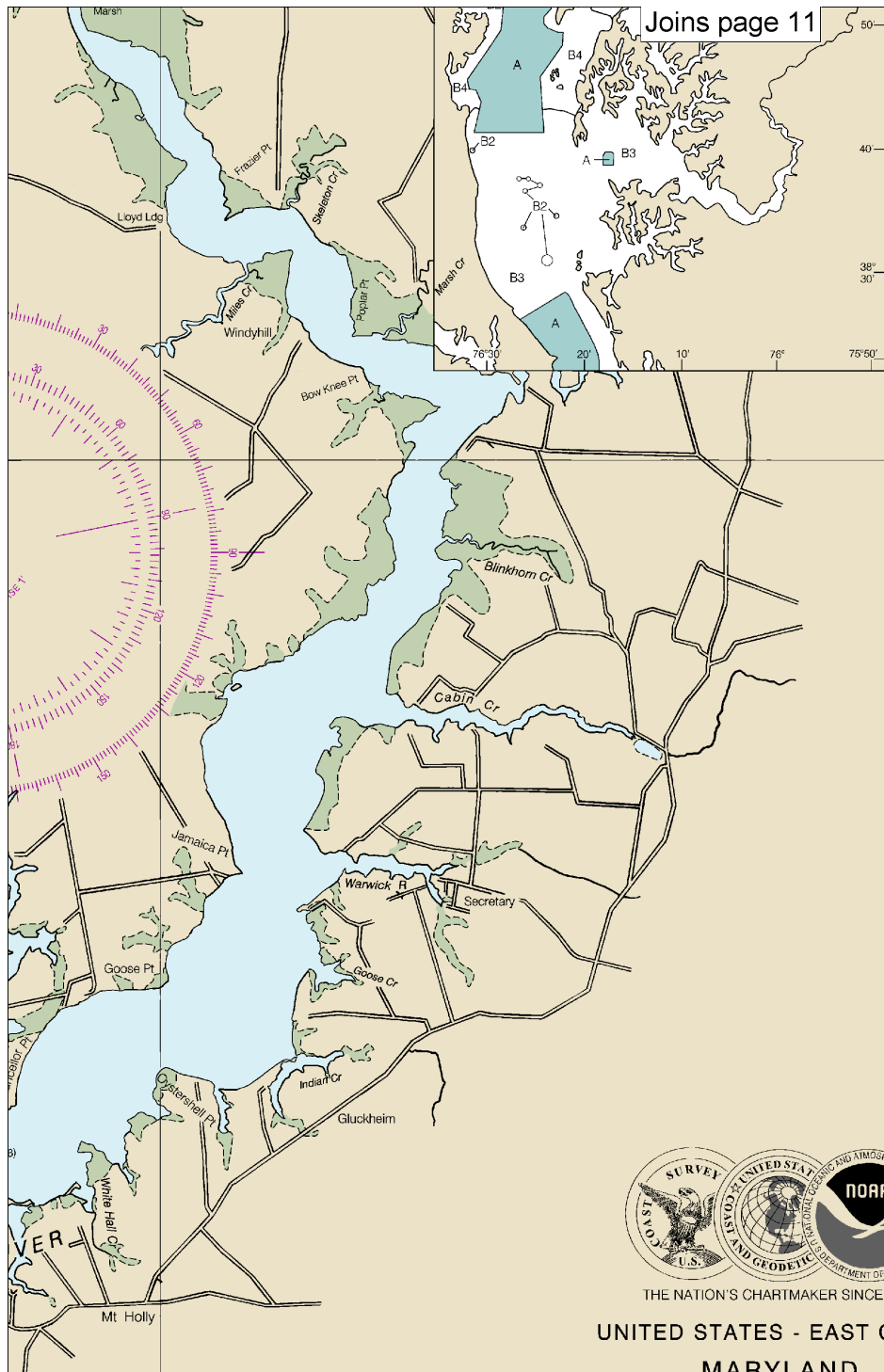




Note: Chart grid lines are aligned with true north.

See Note on page 5.





Joins page 11

average of 0.424" northward and 1.162" eastward to agree with this chart.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
 For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**POLLUTION REPORTS**  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).



THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
 MARYLAND

# CHESAPEAKE BAY

## COVE POINT TO SANDY POINT

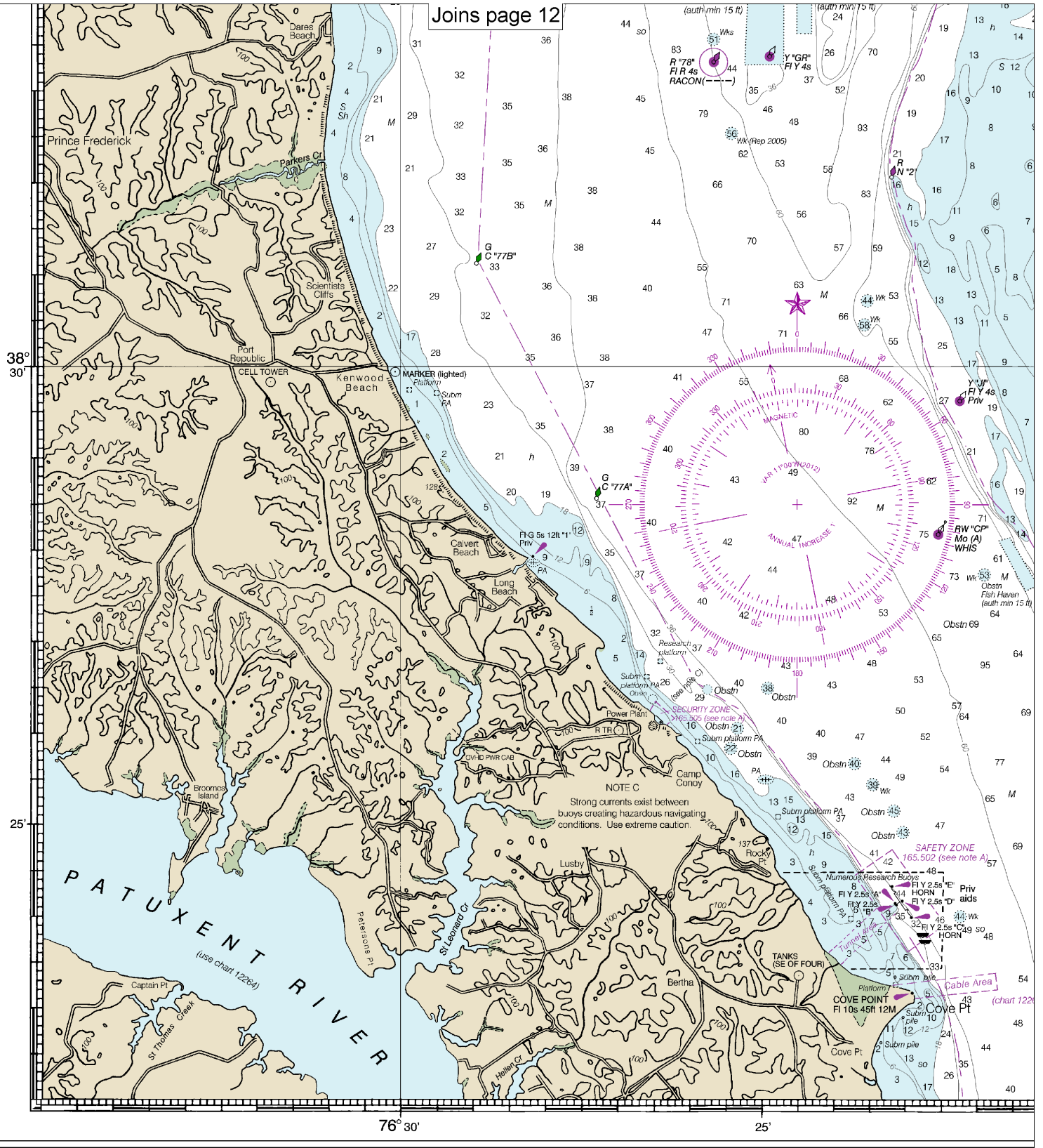
**CAUTION**  
**FISH TRAP AREAS AND STRUCTURES**  
 Fishermen are warned that numerous uncharted duck blinds and structures, some submerged, may exist in the fish trap areas. Structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and channels, and to established landings, are prescribed by the U.S. Army Engineers in the Code of Federal Regulations. Finite limits of fish trap areas have been established in some areas and those limits are shown thus: [Symbol]. Where definite limits have not been prescribed, the location of structures is restricted only by the regulations.

Mercator Projection  
 Scale 1:80,000 at Lat 38°42'  
 North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FEET  
 Joins page 19

38°  
 30'

Joins page 12



56th Ed., Jun. 2012

12263

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

Last Correction: 7/6/2016. Cleared through:  
LNM: 2716 (7/5/2016), NM: 2816 (7/9/2016)

NOAA encourages users to submit inquiries, discrepancies or about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact>

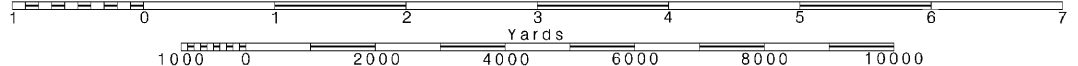
16

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

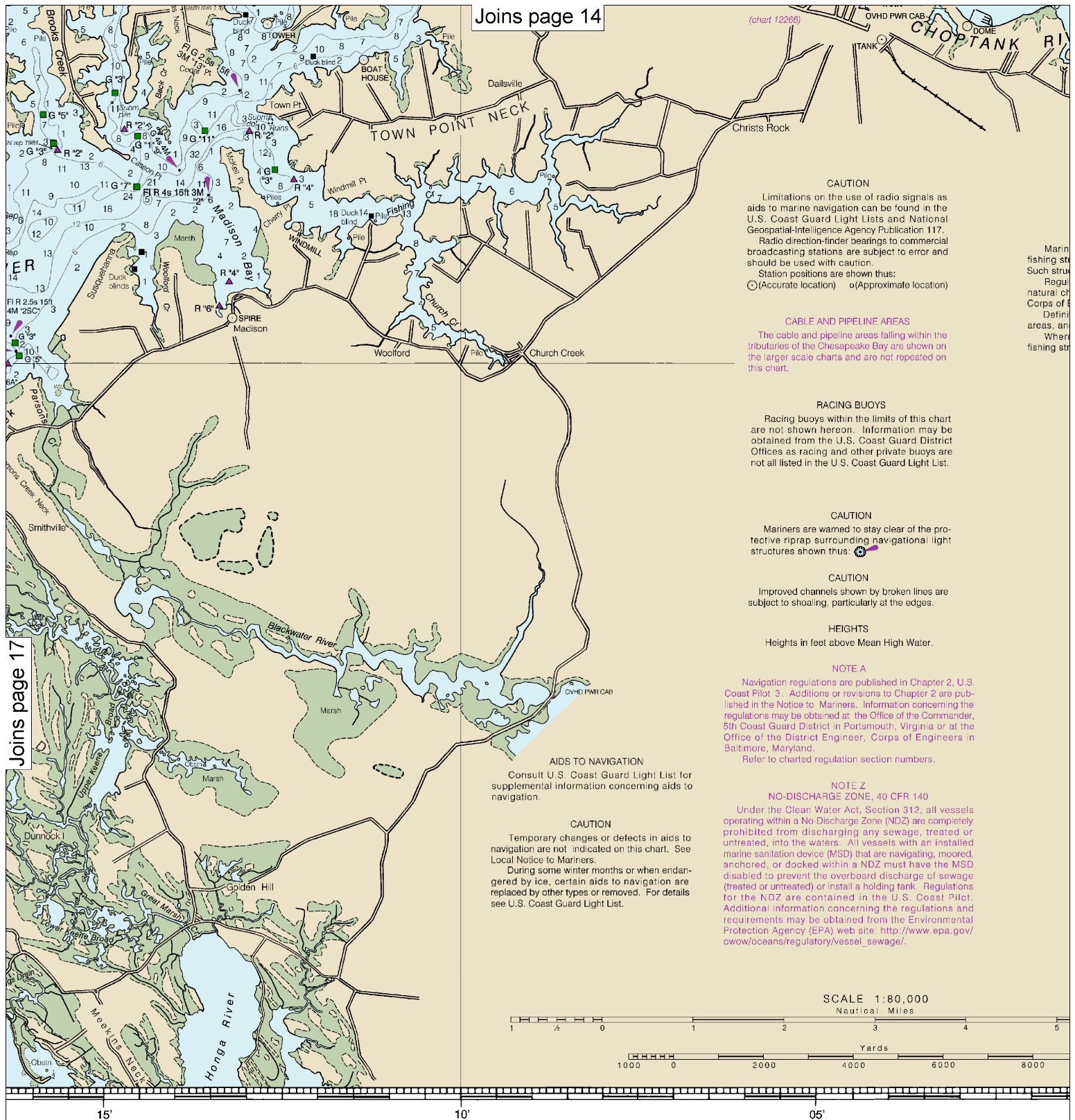
See Note on page 5.







Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY



Joins page 14

(chart 12266)

#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution. Station positions are shown thus:

○ (Accurate location) ◌ (Approximate location)

#### CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the tributaries of the Chesapeake Bay are shown on the larger scale charts and are not repeated on this chart.

#### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

#### CAUTION

Mariners are warned to stay clear of the protective riprap surrounding navigational light structures shown thus: ⚓

#### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

#### HEIGHTS

Heights in feet above Mean High Water.

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 3. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia or at the Office of the District Engineer, Corps of Engineers in Baltimore, Maryland.

Refer to charted regulation section numbers.

#### NOTE Z

##### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

#### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

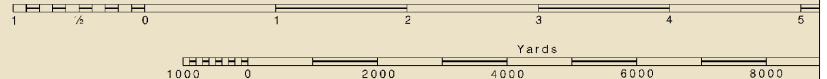
#### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

SCALE 1:80,000

Nautical Miles



N FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4
FEET	6	12	18	24
METERS	1	2	3	4

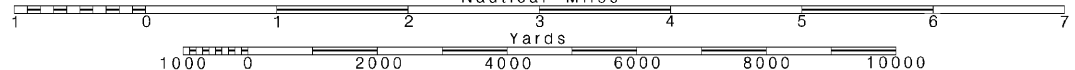
18

Note: Chart grid lines are aligned with true north.

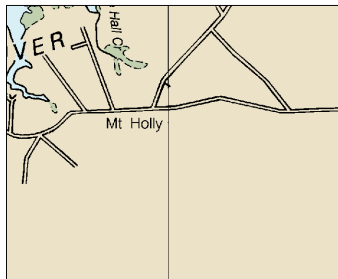
Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.







THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - EAST COAST  
MARYLANDCHESAPEAKE BAY  
COVE POINT TO SANDY POINT

## CAUTION

## FISH TRAP AREAS AND STRUCTURES

Boaters are warned that numerous uncharted duck blinds and structures, some submerged, may exist in the fish trap areas. Structures are not charted unless known to be permanent. Regulations to assure clear passage to and through dredged and channels, and to established landings, are prescribed by the Federal Engineers in the Code of Federal Regulations. The limits of fish trap areas have been established in some and those limits are shown thus: where definite limits have not been prescribed, the location of structures is restricted only by the regulations.

## SMALL CRAFT WARNINGS

During the boating season small-craft warnings will be displayed from sunrise to sunset on Maryland Marine Police Cruisers while underway in Maryland waters of the Chesapeake Bay and tributaries.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 3 for important supplemental information.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Baltimore, MD	KEC-83	162.400 MHz
Washington, DC	KHB-36	162.550 MHz
(Manassas, VA)		
Heathsville, VA	WXM-57	162.400 MHz
Salisbury, MD	KEC-92	162.475 MHz
Lewes, DE	WXJ-94	162.550 MHz
Sudlersville, MD	WXK-97	162.500 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Mercator Projection  
Scale 1:80,000 at Lat 38°42'North American Datum of 1983  
(World Geodetic System 1984)SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATERAdditional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

*Aids to navigation are not all shown  
in minor tributaries and small harbors.  
For detailed information refer to large  
scale charts.*

## TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Cove Point	(38°24'N/76°24'W)	1.4	1.1	0.1
Cambridge	(38°34'N/76°04'W)	2.0	1.6	0.2
Chesapeake Beach	(38°41'N/76°32'W)	1.5	1.2	0.2
St. Michaels, Miles River	(38°47'N/76°13'W)	1.9	1.7	0.3
Annapolis	(38°59'N/76°29'W)	1.4	1.2	0.2
Kont Island Narrows	(38°58'N/76°15'W)	1.8	1.5	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(May 2012)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO astronomical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	GrS grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

6 7

10000

76°

55'

75°50'

925.1 X 851.8 mm

Chesapeake Bay, Cove Point to Sandy Point  
SOUNDINGS IN FEET - SCALE 1:80,000

12263



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Interactive chart catalog	—	<a href="http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml">http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.